

## AMENDMENTS TO THE CLAIMS

1. (Currently amended) A braking device selectively attachable to a boot of a rider having a sole, the braking device for use with a surface traversing apparatus on which a rider is mounted in a prone position, comprising:

a base configured to be selectively attachable to a boot of the rider, wherein the base defines a toe end; and

a braking member defining a braking surface, the braking member being coupled to the base ~~[[in]]~~ and selectively moveable between a first position ~~such that~~ , wherein a portion of the braking member extends distally past the toe end of the base, ~~wherein~~ and the braking surface of the braking member is oriented below the boot sole at a selected acute angle with respect to the sole of the boot when the base is attached thereto, and at least one second position.

2. (Original) The device of Claim 1, wherein the base includes a substantially planar top surface for contacting the sole of the rider's boot.

3. (Withdrawn) The device of Claim 1, wherein the braking member is rigidly coupled to the base.

4. (Currently amended) The device of Claim 1, wherein the braking member is rotatably coupled to the base and is selectively moveable between the first position ~~[[an]]~~ and at least one second position.

5. (Currently amended) The device of Claim 4, wherein the braking surface is positioned below the plane of the boot sole when the braking member is attached to the boot.

6. (Original) The device of Claim 1, wherein the braking member includes at least one leg member coupled to the base and a blade connected to the leg member, the blade defining the braking surface.

7. (Currently amended) The device of Claim [[1]] 6, wherein the braking member is substantially U-shaped having two spaced apart leg members interconnected by the blade.

8. (Original) The device of Claim 1, wherein the braking surface is substantially planar.

9. (Currently amended) The device of Claim 1, wherein the acute angle formed between the sole of the boot and the braking surface is between 35 degrees and 55 degrees when the braking member is attached to the boot.

10. (Currently amended) A sled braking device comprising:  
a boot including a sole and defining a heel and toe end; and  
a braking member defining a braking surface, the braking member coupled to the boot [[in]] and selectively moveable between a first position, wherein a portion of the braking surface extending distally past the toe end of the boot, ~~wherein~~ and the braking surface of the braking member is oriented below the sole of the boot at a selected acute angle with respect to the sole of the boot, and at least one second position.

11. (Withdrawn) The sled device of Claim 10, wherein the braking member is removably coupled to the boot.

12. (Original) The sled device of Claim 10, wherein the braking member is pivotally coupled to the boot, the braking member being selectively moveable between the first position and a second position.

13. (Original) The sled device of Claim 12, further including an indexing mechanism, the braking member selectively moveable between the first position and the second position by the indexing mechanism.

14. (Currently amended) A braking device for use with a sled comprising:  
a boot including a sole and having toe and heel ends;

a braking member defining an engagement edge and a braking surface, the engagement edge being positioned forward the toe end of the boot and the braking surface ~~oriented~~ moveable below the sole of the boot at a selected acute angle with respect to the sole of the boot; and

means for attaching the braking member to the boot.

15. (Original) The device of Claim 14, wherein the attachment means includes means for rotatably attaching the braking member to the boot.

16. (Original) The device of Claim 15, further including indexing means for selectively positioning the braking member between at least two positions.

17. (Currently Amended) A braking device selectively connectable to a rider's boot, comprising:

a base having a toe end and a heel end, the base being adapted to support a sole of the rider's boot;

at least one boot securement member attached to the base; and

a substantially planar braking surface, a portion of the braking surface positioned forward of the toe end of the base and moveable below the boot sole at an angle with respect to the boot sole when the boot is attached to the base, the angle formed between the boot ~~[[soul]]~~ sole and the braking surface being between about 35 degrees and about 55 degrees.

18. (Currently Amended) A braking device for selectively slowing the movement of a sled as the sled traverses a snow layer, comprising:

a boot having a toe end and a heel end, the boot including a sole that supports the sledder's foot; and

a blade having a braking surface, a portion of the braking surface positioned outwardly of the toe end of the boot and ~~oriented~~ moveable below the boot sole such that an angle of about 35 degrees to about 55 degrees is formed between the braking surface and the sole of the boot,

wherein the braking surface contacts the snow layer through selective sledder movement as the sled traverses the snow layer.

19. (Currently Amended) A braking device selectively connectable to a sledder's boot, the boot having a sole that defines a plane substantially parallel to the bottom of the sledder's foot when coupled thereto, the braking device comprising:

a frame structure;

at least one boot securement member attached to the frame structure; and

a braking member defining a braking surface, the braking member rotatably connected to the frame structure, the braking member being movable along a path of travel between at least two positions, one of the positions being a braking position whereby the braking surface is located distal of the frame structure below the boot sole and is oriented at an angle of approximately 35 degrees to 55 degrees with respect to the plane of the boot sole when the braking device is connected to the sledder's boot.

20. (Original) The braking device of Claim 19, further including braking member rotational limit stops.